K MA 501 439 435 was a lovely little vessel which could carry some fifteen tons. The price asked was 1,000 East African shillings, or about $240. At that price, there was no buyer; she finally changed hands at 700 shillings. Lamu was a mangrove-pole port, but I gathered the trade was rather too well regulated for our nakhoda's taste, and we bought nothing.

K MA 439 505 Next came Mombasa, a port with a large dhow trade. Some figures I saw in the Report of the General Manager on the Administration of the Railways and Harbours (Kenya and Uganda) showed that the dhow trade was increasing, rather than diminishing. The latest returns I say, for the year ended December 31, 1937, showed that 1,427 dhows had arrived at Mombasa, an increase of ten percent on the previous year. These 1,427 dhows were computed to register -- if they had been registered -- nearly 40,000 tons. Many were Swahili, from Lamu and Zanzibar, but a large proportion was Arab. There was a native harbor set aside for them, and here we sold salt, landing it in our own longboat.

K MA [574] We got rid of our surviving passengers, gave feasts to merchants and officials of the native harbor (these were a great feature of the voyage, and were always accompanied by much monotonous singing and dancing), gathered tidings from brother nakhodas from Kuwait and Sur about trade prospects further south, collected debts, and finally departed toward Zanzibar.

K MA 501 396 439 There were three Indian and one Iranian deep-sea dhows in the port at Mombasa. The Iranian was an enormous vessel of over 400 tons -- the largest dhow I saw anywhere. She was a boom and had been built at Kuwait, but the Kuwaiti sold her because they found such large vessels uneconomic, in bad times, for the mere reason of their two great capacity. They brought too much to sell, when the market was depressed, and they could not wait indenfinitely to dispose of their cargoes because their overhead was too high, despite the fact that everything possible was done to keep down building costs, even to the sending of Kuwaiti shipwrights to the Malabar coast to build big vessels there, rather than carry the timber to Kuwait.

K MA 439 Zanzibar, at that season of the year, was an even busier Arab port than Mombasa. In the first month of the northeast season, over a hundred ocean-going dhows had arrived at Zanzibar, most